

1970-1979

1970

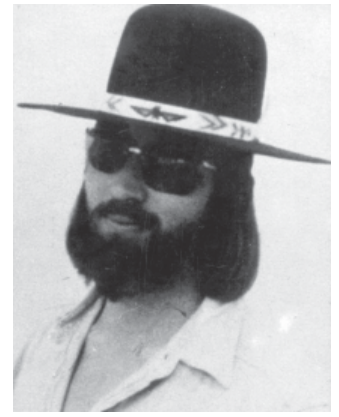
Two members of the Highway Patrol lost their lives in the line of duty. Trooper Gary W. Snodgrass, 24, Troop I, was killed in an automobile accident on February 21. Trooper William R. Brandt, 23, Troop B, lost his life on June 12 when a tornado blew his patrol car into a concrete bridge abutment on Highway 36, near Macon. This same tornado severely damaged Troop B Headquarters.

In February, the Narcotics Unit within the Intelligence and Investigation Section was established. Officers were placed undercover for the first time.

In April, 168 officers were sent to assist the Kansas City Police Department following civil unrest. A riot was in progress, buildings had been burned, and several persons had been killed. Officers patrolled the downtown and central sections of the city for three days.

One-hundred officers were assigned to provide support and protection at the National Governors' Conference held at the Lake of the Ozarks in August.

The Society of Retired Missouri State Highway Patrol Employees was formed at a meeting in May in Rolla. The purpose of the new organization was to promote fellowship and improve the social and economic welfare of retired employees.



Two troopers, Ed Moses (left) and Lee Porter (right), were assigned to the Narcotics Unit within the Intelligence and Investigation Section in February 1970.

The Patrol purchased a STOL (Short Take-Off and Landing) Helio Super Courier aircraft in 1970.

A training class of 17 men graduated from the Academy in Rolla in June.

1971

The Missouri State Highway Patrol Law Enforcement Academy opened its doors on May 2 to the 40th Recruit Class (this was the first class to be given an identifying number, i.e., 40th Recruit Class), comprised of 40 recruits who would undergo 24 weeks of intensive training. The new Academy consisted of three buildings: an adminis-



Tpr. Gary W. Snodgrass



Tpr. William R. Brandt



This Patrol aircraft was used to transport Missouri's governor.

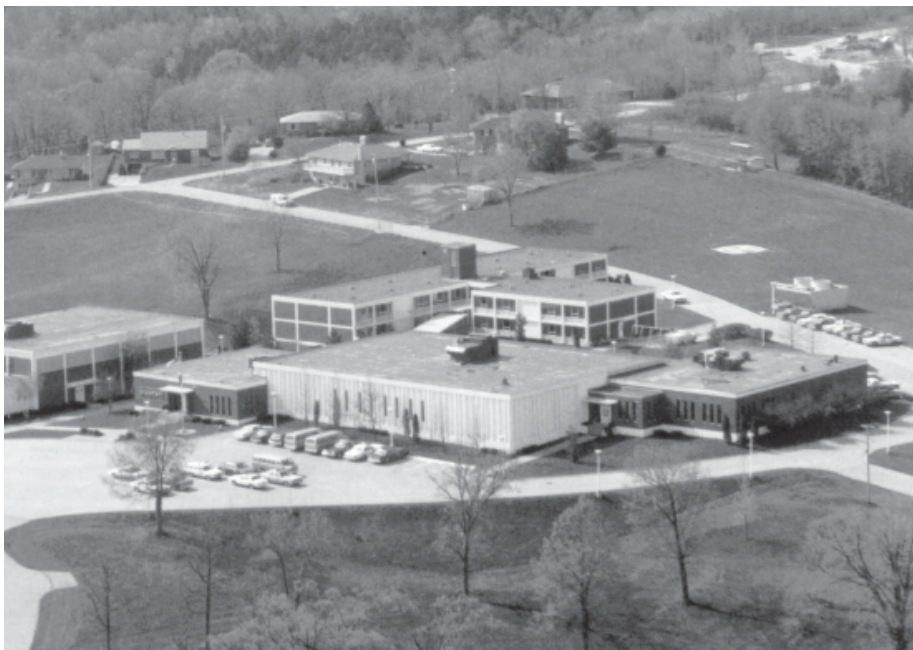
tration building containing five classrooms, a legal library, a photography laboratory, and a cafeteria seating 168 persons; a physical training building containing a gymnasium, firing range, training tank and sauna; and a 124-bed dormitory with large recreational rooms in the basement. The 40th Recruit Class graduated on October 15.

The computerized Missouri Uniform Law Enforcement System (MULES) became operational in late April. The Patrol was the controlling agency of the network. Other departments connected to the system could obtain information within seconds on wanted persons, stolen vehicles, and stolen property. MULES also provided total access to the National Crime and Information Center in Washington, D.C.

The first Missouri State Cadet Patrol Academy Program was held at the Academy in June. The cadet program for 16- to 18-year-olds was sponsored by the American Legion, Department of Missouri Incorporated, in cooperation with the Highway Patrol. The Patrol provided instructors for the five-day program on various law enforcement subjects. This program for youths continues today.

A Bomb and Arson Unit composed of two volunteer officers was organized on August 1.

Six Harley-Davidson motorcycles were purchased in August. They were



Pictured is the Law Enforcement Academy in Jefferson City.

used on special details such as fairs, parades, and for traffic control in congested areas.

The first Basic Police School to be held at the Law Enforcement Academy was completed on August 13. This was the 105th such school held by the Patrol since the program started in 1959.

Commissioned officers began wearing black leather and shoes on January 1, just like other members. They would continue to do so until September 1973, when all officers of the rank of lieutenant and above would again wear brown leather.

A hard-bound book containing a history of the organization and photographs of Patrol employees was sold to all employees late in the year.

1972

A Statewide Traffic Accident Records System (STARS) became operational in January.

The Missouri State Highway Patrol's Communications Division began publishing the MULES Newsletter in February. The publication was sent to all agencies that had terminals to the department's computer.



Information Systems Division employees keep busy in the computer room (1970).



(l to r) Lt. Roscoe M. Laurie, Lt. Howard M. Fenimore, and Capt. R.E. Davis look at a new 1972 Ambassador.

Mr. Warren McGee was selected in March to direct the Motor Equipment Division. He was the first civilian to hold that position.

A new south wing addition to General Headquarters was completed in March. Employees of the Traffic, Commercial Motor Vehicle, and Motor Vehicle Inspection divisions, and the Public Information Office moved into the new addition.

The 41st Recruit Class began training July 2, at the Academy and graduated on December 15.

The first electronic weigh scales to be built in the state by the Missouri Highway Department were placed into operation by the Patrol. The scales were located in Troop H on Interstate 35, north of Eagleville at two weigh stations for northbound and southbound traffic.

The Missouri Highway Patrol Quarter Century Club was formed in December. Uniformed and civilian employees of the Highway Patrol, active or retired, who have 25 years or more of service with the department are eligible for membership.

Seventy-one members of the department were on detail for the funeral of former President Harry S. Truman who died on December 26 at the age of 88.



A Bomb and Arson Unit was created in 1971.

1973

Colonel E.I. (Mike) Hockaday retired in January. Governor Christopher S. Bond selected Major Sam S. Smith to serve as the new superintendent. Smith was appointed to the Patrol on July 1, 1946. He was a district field commander prior to being selected as superintendent.

The Highway Patrol Museum, located in the south wing of General Headquarters, was opened to the public in March. The museum housed exhibits about the history of the Highway Patrol, work done by the various divisions within the Patrol, as well as displays concerning drug addiction and traffic safety.

The 77th Missouri General Assembly increased the Highway Patrol personnel to 800 officers and patrolmen and to 30 lieutenants from 750 and 25, respectively. The General Assembly also passed Senate Bill 77 dealing with state government reorganization which placed the Highway Patrol under the Department of Public Safety effective July 1, 1974.

The first women driver examiners were employed by the Highway Patrol on August 13. Both women were stationed in Troop A.

The first new satellite station was opened in Troop E, Sikeston, on October 1. Lieutenant Winifred E. Lemonds was in charge of the station. Another satellite station was also opened in Troop D, Carthage. Lieutenant Edward F. Christman was the officer in charge.

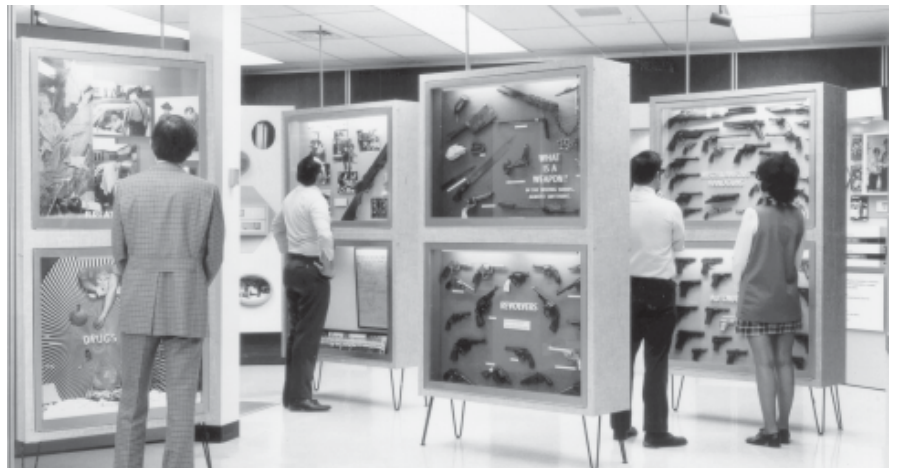


Col. Sam S. Smith

Colonel Smith announced a reorganization within the department. The positions of chief of staff and district commander were abolished effective October 1. Three new positions became effective on that date, namely, chief of enforcement, chief of field services, and chief of staff services.



Pictured is Sikeston Satellite Station, which opened October 1, 1973.



A Highway Patrol Museum opened in the south wing of General Headquarters in March 1973.

A ground-breaking ceremony for the new Troop E Headquarters, Poplar Bluff, took place on October 19.

Construction on a new Troop G Headquarters building in Willow Springs began in November.

1974

Governor Bond signed into law the State Reorganization Bill passed by the 77th Missouri General Assembly. The bill realigned the executive branch into 14 cabinet-like departments effective July 1. The Highway Patrol came under the Department of Public Safety. Governor Bond appointed Mr. Michael D. Garrett to be the first director of the new department.

A new maximum speed limit of 55 miles per hour became effective on March 4. This speed limit was put into effect in order to save fuel during the gasoline shortage.

The 42nd Recruit Class members were commissioned on April 3.

Construction of a new headquarters building at Troop E, Poplar Bluff, was started in January.

A bill creating three classes of patrolmen and allowing for a salary increase for uniformed members was passed by the Legislature in April.

Senate Bill 457 provided for a probationary patrolman to receive an annual



The new Troop G Headquarters in Willow Springs was completed in 1975.

salary of \$9,900. A patrolman would receive \$10,200 annually and a patrolman first class would receive an annual salary of \$10,500. All other uniformed members would receive an across-the-board pay increase in the amount of \$1,500. Increases in salary for Communications Division personnel were also included in this bill. The pay increases became effective on August 13.

Thirty recruits began training at the Academy on September 1. Included among these recruits were two women, Patricia Ruth Wright and Bridget Ann Cronin, the first women to be selected to enter Patrol recruit training.



On March 4, 1974, the speed limit on all Missouri highways was reduced to 55 miles per hour.



Motor vehicle inspectors began working in the field on October 7, 1974.

The Highway Patrol began a pilot Citizen Band Radio Communication Program in the fall of the year. A few patrol cars were equipped with CB transceivers at the trooper's expense. The superintendent requested reports on CB contacts made by the officers. Nearly 500 such reports were received by the end of the year. Efforts began late in the year to obtain federal funding for the installation of CB transceivers in all Patrol headquarters and field patrol cars. The idea was to form a statewide citizen band radio communication program service, to provide aid to motorists in need of help, and to encourage citizen participation and involvement in other matters involving public safety.

The Highway Patrol was authorized 25 full-time motor vehicle inspectors. They would supervise inspection stations and inspector-mechanics through-

out the state. The motor vehicle inspectors began working in the field on October 7.

1975

The Highway Patrol fully implemented its Citizen Band radio communications service with the traveling public in July. The installation of CB mobile units in all field patrol cars was completed by members of the Communications Division. CB base stations were also installed in each of the nine troop headquarters. Officers monitored CB Channel 9 and used the call sign KMO 0911.

Thirty-eight Patrol recruits began training at the Academy on January 1. Members of the 43rd Recruit Class, which included the first two female troopers, graduated on January 31.



In 1977, Plymouth vans were purchased for use by the Motor Vehicle Inspection Division.



Employees moved into the new Troop E Headquarters in Poplar Bluff in April 1975.



Tpr. Patricia Ruth Wright



Tpr. Bridget Ann Cronin

Perry County became a part of the Patrol's Troop C effective January 1. This county had been under the administrative jurisdiction of Troop E.

The new troop headquarters at Troop G, Willow Springs, was completed. The new building included a regional crime laboratory.

The personnel of Troop E, Poplar Bluff, moved into their new headquarters building on April 14. The new building was formally dedicated on May 1 by Governor Bond.

The process of installing a new Federal Twinsonic light system on patrol cars began in May. Plans were to

replace 100 of the then-present light and sound systems each year with the new system.

Patrol General Orders were changed to read that the blouse would be worn only on designated occasions, and not during the winter. From May 15, 1975 forward, the Class A uniform was worn all the time.

The 44th Recruit Class graduated on May 30.

Speedgun II moving radar units were installed in several patrol cars. The portable Speedgun II was computerized to flash the speeds of vehicles via a digital readout in a small window in the back of the unit. It also kept a rolling check on the speed of the patrol car.

A new weigh station located two miles north of Steele, MO, was put into operation on August 1.

A Hughes 269-A helicopter was added to the Highway Patrol aircraft fleet.

Two women and 16 men began recruit training on November 2.

1976

Legislation was passed that eliminated employee contribution to the retirement system.

A tornado hit the West Plains area on February 21 and destroyed the Troop G, Zone 2 office. No one was injured.

The 45th Recruit Class graduated on April 9. The 14-member class was the smallest Highway Patrol recruit class in several years.

1977

On December 16, 1976, Colonel Sam Smith informed Governor-elect Joseph P. Teasdale that he planned to retire from the Patrol on January 10, 1977. Four days before his retirement, Colonel Smith was named the acting director of the Department of Public Safety for the period from January 11 to January 31. Lieutenant Colonel William A. Dolan became the acting superintendent for a few days. Governor Teasdale appointed Lieutenant Al R. Lubker of the Patrol's Public Information Section to the superintendent's post effective February 3. William K. Carnes was named the director of the Department of Public Safety on January 14.



Trooper Randy L. Brown poses with a handheld radio extender which were first purchased in 1977.

Troop D employees moved into their new headquarters complex on February 14. An open house was held at the new satellite headquarters in Sikeston, Troop E, on May 15.

Two hundred twenty-four protective vests were distributed to the troops in May. Troopers wanting to wear them regularly could make application to their troop commander.

Twelve 1977 Plymouth vans were purchased for use by motor vehicle inspectors.

A fixed-wing aircraft was assigned to Troop D. Four other troops had previously had aircraft assigned: A, B, C, and E.

Eight-channel scanner radios were installed in patrol cars in October, allowing troopers to monitor the radio transmissions of police agencies in other areas.

Eighty-three handheld extenders were purchased in June. The handheld radio extender permitted communication to a troop headquarters by a trooper away from his car through the car radio. Twenty-eight extenders had been purchased in 1974 and many more were ordered after 1977.

Troopers began wearing Patrol emblem patches on the right shoulder of their garments to match those already worn on the left shoulder.

1978

Saturation enforcement operations began on major highways to combat widespread violation of the

55 mph speed limit. Moving and stationary radar as well as aircraft were used to detect speeders.

Operation C.A.R.E. (Combined Accident Reduction Effort) was entered into with other states during the three major summer holidays. Extra marked and unmarked cars displaying Operation C.A.R.E. stickers were assigned to designated highways.

In November, the organization entered into the Statewide Employee Assistance Program (SEAP) which was developed to assist troubled employees in obtaining professional counseling services.

F.M. Wilson was named the director of the Department of Public Safety after Kenneth Carnes was relieved of his duties by the governor.



Acting Superintendent William A. Dolan



The Missouri State Highway Patrol joined other states to form Operation C.A.R.E. (Combined Accident Reduction Effort) in 1978.



The 1978 Mercury was the last full size patrol car.



Col. Al R. Lubker

The 47th and 48th recruit classes graduated on October 20 and December 22, respectively.

1979

On January 1, the Patrol began using the statewide Offense Code system. The system contained codes for all laws in the new criminal code, which became effective at the same time. A Motor Vehicle Offense Pamphlet designed for the Uniform Traffic Ticket holder listed vehicle codes and charges for quick reference.

The Troop H new headquarters building was completed and ready for occupancy on April 21.

New legislation: Weight inspectors were designated "commercial vehicle inspectors" and granted limited commercial vehicle arrest powers; authorized strength was increased from 800 to 900 members, and the number of majors was increased from three to five, captains from 16 to 20, and lieutenants from 35 to 46; a change in the law this year would permit annual cost-of-living increases for members, starting in July 1980.

The Laboratory, Information Systems, and Criminal divisions were moved to the newly constructed General Headquarters Annex building in October.

Also in October, the Missouri Association of State Troopers Emergency Relief Society (MASTERS) was organized to provide financial aid and



A criminalist works in the Crime Laboratory in the Annex Building of General Headquarters.

assistance to the spouse of a member killed in the line of duty. Mr. Fred Weber, St. Louis, was instrumental in forming this group and served as its first president.

Equipment: A five-place Bell Jet Ranger helicopter was purchased for traffic, rescue, and surveillance work; 12 new Kawasaki 1000 cc motorcycles were placed into service, increasing the motorcycle fleet to 18, with two assigned to each troop. Cyclists



Twelve Kawasaki motorcycles were purchased in 1979.

were instructed to work in pairs and use the bikes in enforcement in good weather and in daylight; Speedgun 8 radar units were purchased and all zone cars were equipped with moving radar; cruise control was a new patrol car feature; and off-duty badges were reissued.

The Water Patrol recruits began training with Highway Patrol recruits for the first 15 weeks of the regular 21-week schedule.

The Highway Patrol's 49th and 50th recruit classes graduated on June 8 and December 7, respectively.